

THE DUNVEGAN RAILROAD

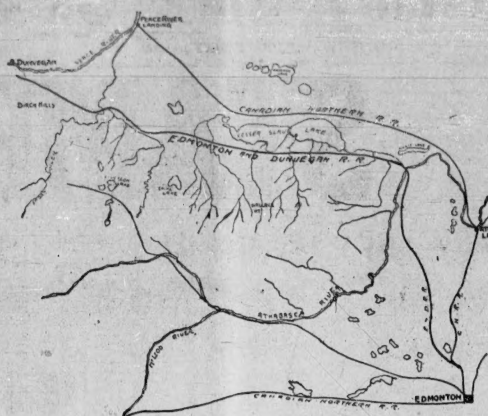
TAKE IT FROM THE
EYE OPENER THAT

Macleod Bros.

is the best place in
Western Canada
to buy every-
thing a man
or boy
wears

THE GREAT CLOTHIERS OF
THE GREAT WEST

816 and 818 Allan Block
First Street East, between the Post Office and Y.M.C.A.



Glance at this map and then read the dope underneath

We are becoming accustomed to
raw deals in railway matters, but that
Dunvegan line is certainly a peach-
erine.

A glance at the above map will
show that it parallels the C. P. R.
clearly for about a hundred miles, and
to this extent at least there was no
excuse for its construction. That part
of the line is a pure hunch game from
start to finish, and the \$2,000,000 of
it, instead of being given, should
never have been asked for.

Although it won't do a particle of
good to ask the question during this
causal hypochondria campaign, some
quietist might do worse than ask why
did the C.N.R. want to run through
identically the same class of country.

We also want to know what the un-
usual clauses in the charter mean.
These unusual clauses give the com-
pany the right to operate timber lim-
its, mines, telephones, etc. We want,
moreover, to know why the aid was
given without any plans, profiles or
estimates being submitted, though
asked for by members of the House.
Another extraordinary feature is that
this strangely substantial financial
aid was given without the slightest
guarantee that the line will be op-
erated.

The fact of the matter is that this
is another A. and G. W.—200 miles,
—and the aid is the same—\$20,000
per mile, and the liability is the same—
\$2,000,000. Talk about your similarity
of earmarks.

We are credibly informed that the
promoters were satisfied to accept
\$10,000 per mile, and at that they
would have done well. The other
\$1,990,000 seems to have been shuck-
ed in to justify the plug-ugly methods
adopted in the case of the A. and
G. W.

This Dunvegan line runs into the
section of Alberta where the notorious
Imperial Pulp Company nailed all
the timber limits that were worth
raising. These properties were prac-
tically stolen from the country by the
Bifton-Burrows crowd. And now we

the people of Alberta, propose to make
these same properties enormously val-
uable to the owners, at the same time
selling ourselves in a liability of
\$7,000,000 to do it.

Incidentally they will cap off the
loss change between the cost of con-
struction and the value of the bonds.
The rakeoff will probably be \$5,000
per mile, or, say, \$2,500,000. As
previously remarked, this deal is a
PEACHER!

Our Conservative friends on the Op-
position side of the House were ap-
parently not wise to the exact where-
abouts of the joker in this bill when
it came up for consideration. They
suggested that there was some-
where, but couldn't locate it. Well,
the contents of the above few para-
graphs will show the people of this
province where the joker lies. We are
not so foolish as to object to the build-
ing of any railroad into the north land.
That would be almost absurd with re-
spect to a country that is crying for
transportation. The terms of the bill
offer no protection to the people most
concerned. If the terms of the A. and
G. W. bill were outrageous, then the
terms of the Dunvegan and
B. C. Railway Bill are simply
outrageous.

We wish all our readers in Alberta
to ponder seriously over what we have
said and have it thoroughly digested
before the general provincial elections
come off. Let them realize that Al-
berta is a large but nearly sleeping in-
fant, and that the Dunvegan and
B. C. Railway Bill is a real danger
to the life of the province.

Clifford steals all the available tim-
ber in Alberta for himself and his as-
sociates, and then gets his brother,
the premier, to force the people to
pay the bill to haul it to market. This
is the limit. Are you going to stand
for it? It is up to you, when the
hour strikes.

Newcomers from the other side
probably do not know very much

about this man, Clifford Sifton. For
their information we will say that
Clifford was elected to the Dominion
House from Brandon in 1896. He was
in debt and compromised his debts
with the city of Winnipeg for about
50 cents on the dollar. Shortly after
arriving in Ottawa and becoming min-
ister of the interior, he purchased a
residence for \$40,000 cash.

Where did he get the dough?
With his salary as cabinet minister
of \$7,500 per annum he then proceed-
ed to systematically bilk the
Laurier Government, and to make a
long story short, he is now estimated
to be worth anywhere between 30 and
40 millions of dollars.

Where and how did he get it?
Our American friends can doubtless
make a shrewd guess.

Bear this in mind. The only way
to de-Bitionize Alberta is to throw
L'll Arthur out neck and crop.

Another thing we almost forgot—
In the four western provinces we have
two Conservative Governments and
two Liberal. In the Conservative
provinces the railroad rates are under
direct control of the government; in
the Liberal provinces, they are NOT.
By virtue of this control the farmers
of Manitoba saved \$1,200,000 last
year.

The people of Alberta have alto-
gether too little say in the manage-
ment of their own affairs. Their own
accredited representatives throw them
down at every turn. This is a rotten
state of affairs.

The Province of Alberta will soon
be suffering the effects of too much
Siftonism. Here we have Clifford at
the head of the Southern Alberta Irri-
gation scheme, J. D. Macgregor being
the nominal head, Clifford at the
head of this four-million-dollar natu-
ral gas proposition in Central Alberta,
and Clifford at the head of the new
railway that will stretch into the far-
famed Peace River region in the
north. With Clifford spreading the
palp of his hand over the surface of
this Province, and his brother Arthur
doing as he deemed well, please as
premises, we find ourselves, having
sneaked over with Siftonism, God
help us! C. Q. D.—K. O. S.

Athabasca Landing

Beyond Athabasca Landing there is a vast country,
an empire in extent and resources, that is yet un-
populated and undeveloped, and which is impossible
to populate and develop without making this the
starting point, and therefore impossible of accom-
plishment without building a city here.

Mackenzie Place

With 50-foot lots, adjoining the Canadian Northern
property, offers the shrewd investor the advantage
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Prices: \$150 to \$250 Terms

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MERCHANT

Take a Map of
Alberta and Pick Out

YOU'VE got your finger on the spot which represents a town within the next
sixty days there will be a greater development announced than any other single
town in Alberta of twice the size. The nature of this announcement will be
RAILROAD DEVELOPMENT on a large scale. In all probability a combina-
tion of railway interests will mean a series of phenomenal interests in Real Es-
tate. Prices will go soaring and property on the market today will net from one to two
hundred per cent. within the next three months. Already Macleod has felt the rumors,
and prices have advanced in the past week very considerably, even the most conservative
buyers, the old timers in Macleod, are moving heavily in their own city, and this one
fact is proof conclusive that things are moving. These men are on the ground, and they
know.

BROADVIEW, MACLEOD

Is located in the city limits directly in the line of Macleod's best
and greatest development. Broadview is not an outlying sub-
division on any street, it is the very heart of the city. Macleod
as much as 12th Avenue is part of Calgary. BROADVIEW
is selling today at \$100 per lot and upward at these prices you

couldn't find better buying anywhere. We guarantee each lot to
be high, dry and level, and you can clear your title at any time.
In Broadview you are not only buying choice land
property in a growing town, but you are buying from the only
people who have a record for fair, square dealing clear across Canada and
the United States.

Another Fact

The total of the new building now going on in Macleod is equal to the total of the
building now being built in Macleod City. Macleod City has an agreement with the C. N. R. to build a
Station, to Build a Hotel, and to Build Railway Shops to Employ 500 Men. Work on
the station has already commenced. The G. T. P. will be in Macleod this year, and it is
confidently expected that this road will make Macleod a divisional point. This an-
nouncement will be made officially within the next month. MACLEOD'S FUTURE
AS A BIG RAILWAY CENTRE IS ASSURED.

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from the president of the college saying you were the ringleader of the gang which put the Latin professor in a barrel and rolled him downhill, causing intense mental and physical anguish. I can't tell you how shocked

As a country physician was driving through a village he saw a man amusing a crowd with the antics of his trick dog. The doctor pulled up, and said, "My dog may have the same trick."



sists with which the season is opening no doubt discouraging, but there are



CROMPTON & McNEIL, Princess Theatre Building **Regina, Sask.**

PTON & McNEIL, Princess Theatre
Building Regina, Sask.



View looking S.E., showing general tracklaying activities along the main line of the C. P. R. at Coquitlam.

Bunkhouses at Coquitlam. Here upwards of 1000 men will be quartered from now on.

MORE ELOQUENT A WORLD IMPORTANT EVOLUTION

Without doubt the most engrossing feature of modern history is the awakening of Asia—the continent of the great, almost innumerable yellow races.

On this continent lives about one-half of the world's population—they are now beginning to trade with other parts of the world.

The trade between the United States and Europe made New York the second largest city in the world—but Asia contains many times the population of Europe.

A few years ago Japan was regarded as but an unimportant nation in the world—now it is among the great powers, and progressing probably faster than any country of similar population.

But Japan has only about 50,000,000 people to China's 400,000,000—and now China is waking up, the United States Steel Trust is manufacturing steel there.

When China is fully developed what gigantic effects may it not have on the world, commercially and otherwise?

When the significance of this fact alone is considered, it does not seem so very wonderful after all if the C. P. R. established at Coquitlam, the finest and largest railway terminal facilities on the American continent, and made it a city to rival Oakland, California, which bears about the same relation to San Francisco as Coquitlam will to Vancouver.

This great awakening of the Orient will, of course, mean more to the Pacific Coast of North America than to any other part of the world except Asia itself, and it will mean more to the ports of the North Pacific Coast than those farther south, because the farther north you go the nearer you are to China.

These C. P. R. officials, the heads of other roads, manufacturers and others see all this—they are not going to wait, but they are acting now.

THAN ARGUMENTS THE CHANGE IN COQUITLAM

There is nothing in the history of real estate in North America to compare with Coquitlam in the quickness of the change wrought there by man at the dictation of Nature in the last few months.

Only a few months ago Coquitlam was but a junction point—a smiling plain, surrounded by rivers and mountains, beautiful to behold, but giving no promise of anything else.

Now everything is changed—the Canadian Pacific has commenced work, other people are building houses, stores and other buildings, Coquitlam is becoming widely known all over Canada, the United States and Great Britain, and dozens of people have made small fortunes there in many cases out of only a few dollars.

Who can tell what the next few months will bring forth. Other railways besides the C. P. R. will undoubtedly come to Coquitlam—newspapers say at least five others, some of which will have terminals there.

Numerous manufacturers and others are enquiring almost daily about sites at Coquitlam for factories, etc.

One lumber mill has been built by the Brown-McKay Lumber Company and is now ready for operation—it will employ forty men at the start.

Houses are being erected in all directions.

The reason for the quick changes in Coquitlam is because the C. P. R. and a lot of other people are realizing that at Coquitlam there must be a city—economic conditions, not only in the Vancouver Metropolitan District, but in other parts of Canada and of the world demand it—here is a strategic site, the funnel of a continent, the neck of a great bottle.



Pitt River site, Coquitlam, showing drain of Pitt River channel—our industrial lots and avenue.



Looking across Pitt River—Coquitlam in the distance.

If In Doubt, Read This

"Opportunities in Western Canada," a booklet published by the Canadian Pacific Railway Company, third edition, page 116, says in part regarding Coquitlam—

"Here the company has acquired a large tract of land, on which it will establish and maintain large yards, shops and terminal facilities."

We are ourselves building 25 houses in Coquitlam Township now; further announcement regarding our own building activity will be made in the course of a few days.

"Nothing At Coquitlam Yet"

We have more than once heard the remark that Coquitlam hasn't even got the C. P. R. shops yet.

Some people would like to see thousands of men actually at work in the shops there before buying a lot.

They would like to see great industries operated there; while the prices of real estate remained stationary for them.

But, dear reader, prices cannot remain as they are now—if all these

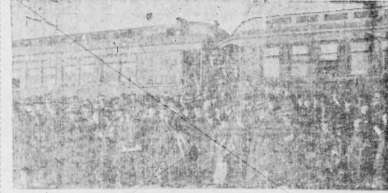
things were at Coquitlam now, we would have long ago sold out all our property, which comprises the Terminal Township.

The other day we received a letter from a person who had bought a lot in Edmonston years ago for \$50; he didn't think Edmonston would ever amount to much, so he sold his lot—now it is worth \$50,000.

Some of the lots in the Terminal Township of Coquitlam will be worth about that much when some of these people decide to buy.



Pending Road, Coquitlam—James Park in the distance.



Our special excursion to Coquitlam, March 10th, 1912.

ACTUAL PRESENT DEVELOPMENTS

Perhaps you have read in newspapers and elsewhere about the wonderful developments and future promised for Coquitlam.

But you may have your doubts as to the reality of these things.

Only the fact will jump at any proposition without first applying his common sense.

Again, only the fact will hesitate when he has made certain or might be deceived to say that his proposition is good.

Here are a very few of the developments taking place at Coquitlam even as this is written. Remember all these

things require the expenditure of real money. Do not speak faster than facts. Also money talks.

The C. P. R. has built bunkhouses to accommodate 1000 men, and are at present employing about five hundred workmen laying tracks and sidings; they also have at work four large locomotives and four construction trains.

M. P. Cotton & Co., who have the contract for building the streets and clearing property, have now about the hundred men at work.

The United Canadian Lumber Company, which is erecting a mill on the Pitt River waterfront, has now about fifteen men working in the mill.

Several hotels, restaurants, etc., are being erected, and dozens of houses are being rushed to completion.

The municipality of Coquitlam is now employing about one hundred men and twenty teams on the streets; they have also a rock-quarry at work.

Approximately about these hundred men are working at Coquitlam, building houses and on other projects besides the C. P. R.

Several industries are ready for actual operation, and others are building. One now ready is the Brown-McKay Company's new lumber mill, employing in the mill forty men.

The contractors are preparing for the new roadhouse, which will be near the corner of First and Downing Roads, close to James Park. The first unit of roadhouse will cost about \$100,000 and consist of a two-story building.

The sum and substance of these few actual developments at a place which is practically not yet founded, means that the men who know—the men who are putting their money into it—believe in Coquitlam; they are not waiting either, but are showing the facts that it is true with solid facts.

All these men and their money and everything else that comes to Coquitlam will work towards it and give some of it. You can own it pretty easily if you want to NOW.

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